TRANSFORMATIVE TRANSPORT NAMAs: Colombia TOD NAMA overview

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NAMA Facility workshop
OUTLINE

- Introduction, Colombia TOD NAMA
  - Steve Winkelman, CCAP
- TC Progress Update
  - Juan Manuel Robledo, CIUDAT
- FC Launch
  - Katharina Heß, KfW
- CIUDAT continuity plan
  - JMR
- Q&A
- Mobilizing private investment in TOD
  - Perspectives from CCAP, CIUDAT and KfW
  - Group discussion
Projects and programs delivered in over 25 countries

Key themes

GHG Mitigation, Climate Finance, Climate Policy
- Transport
- Energy
- Waste
- Oil & Gas

Public-private collaboration

33 years as a recognized leader in clean energy, climate, and air quality solutions.
TOD is high-density, mixed-use development w/in walking distance of transit stations ...

... or what Europeans call a city!
VITAL INGREDIENTS FOR TOD

Images: CityLab - Felipe Targa
TOD IS DISRUPTIVE URBAN TECHNOLOGY

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Transportation a means to an end. \textit{Accessibility}, not mobility, is the goal.

TOD integrates \textit{Land Use} and transportation

Reduces driving by 20-70%

\uparrow enhances accessibility
\downarrow trip lengths
\uparrow walking and transit use
\rightarrow GHG savings

Yuri Suzuki: "Tube Map Radio" \url{http://yurisuzuki.com/archive/works/tube-map-radio/}
Multiple Axes of Engagement on TOD Required for Transformational Change
HIGH OPPORTUNITY COSTS OF NOT DOING TOD
Growing Wealthier TOD economic benefits (CCAP 2011)
Growing Wealthier Matrix

Return on Investment

Cost Savings

Quality of Life Improvements

Business | Household | Local government | National
Return on Investment

**Business**
- **Dallas:** Retail sales ↑ 33% 1st year of light rail
- **Bogotá:** Property values ↑ 15-20% near TransMilenio
- **San Francisco:** ↓ $140 M health care costs by 2035
- **Sacramento:** Infrastructure ↓ $9 billion

**Household**
- **Arlington:** 8% of County land → 33% of real estate taxes
- **Bogotá:** Travel time ↓ 32%

**Local government**
- **Transport costs:** ↓ 30-40%
- **Pedestrian fatalities:** ↓

**National**
- **Wash DC:** $100 M in NoMa Metro Station → $3 billion private development

Quality of Life Improvements
- **Access to customers, markets, employees**
Goal: Increase Return on Investments in Transport & Housing
(GHG, Economic, Social)

TRANSPORT: US$7.3B
8 SITM + 7 SETP

ENVIRONMENT: LOW CARBON DEVELOPMENT

HOUSING: US$2.3B
100,000 FREE HOUSES

Design: DavidMob
LAND USE & TRANSIT: NOT WELL INTEGRATED

BOGOTÁ - AVE. NQS

Design: DavidMob
BENEFITS OF BRT AT RISK

Design: DavidMob
TOD BENEFITS FOR COLOMBIA

Design: DavidMob
OBJECTIVE:
Transform urban development in Colombian cities to a TOD model that maximizes GHG reductions and co-benefits.

Foster policy and market conditions to focus public and private investment in TOD neighbourhoods through:

1. Catalytic local projects
2. Policies for national replication
3. M&E
4. Continuity plan
Reduce growth in driving 25 - 36% from changes in land use and travel

Annual savings by 2040: 3.6 to 5.4 MMTCO$_2$

<table>
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<tr>
<th>Range of VKT Savings (2040)</th>
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<tr>
<td>% of pop</td>
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<tr>
<td>Large Cities</td>
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<td>Medium Cities</td>
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<td>Small Cities</td>
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<td>Rural</td>
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<td>Weighted average</td>
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Passenger Vehicle VKT (millions)

Considers a range of TOD performance and penetration supported by technical literature
The functioning and growing importance of CIUDAT is the NAMA’s greatest success and promise.

**GOVERNANCE:** CIUDAT Board

**FUNDING:** €14.7 million

**DELIVERY**
- Technical
- Financial

**IMPLEMENTATION**

13 person staff + consultants
1. Projects:
2. Policies
3. M&E
4. Continuity plan
• Pre-feasibility studies assessing barriers to private investment in TOD
• Theory of change can vary by city (depending on missing ingredients & barriers)
  – Informs local interventions and national policies
• CIUDAT study of value capture tools (AFD/FFEM)
• City / developer dance: from incentives to requirements
  – CIUDAT capacity building on private sector engagement (level the playing-field)
• Leverage, mobilize, redirect private investment in TOD
  – Shifting investment to TOD neighbourhoods yields multiple benefits and synergies: GHG, economic and social
Mobilizing private investment in TOD

- Perspectives from CIUDAT and KfW
  - Existing, planned and potential private investment in the pilot TOD neighbourhoods
  - How FINDETER and KfW investments, credit lines and programs in sustainable urban public infrastructure help attract private TOD investment.

- Group discussion
MONITORING & EVALUATION

- M&E of longer-term impacts is challenging
- Broader M&E framework can enhance policy performance and increase support for replication

  - Implementation progress (e.g., zoning changes, policies)
  - Intermediate indicators (e.g., land use, travel)
  - GHGs (estimate upfront, measure over time)
  - Economic (household, business, governments)
  - Social (time, $, quality of life)

M&E that addresses local priorities can shift from being a reporting burden to something that’s strongly supported.